

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	3,363 tons	Captain H. D. Jones.
"POWAN,"	3,358 "	" W. A. Valentine.
"FATSHAN,"	3,350 "	" R. D. Thomas.
"KINSHAN,"	1,995 "	" J. J. Lossius.
"HEUNGSHAN,"	1,998 "	" R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain E. H. Grainger.
"SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons	Captain T. Hamlin.
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Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	569 "	" MacKinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel, OF BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th February, 1907.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half March	JAPAN	First half March
TJIBODAS	JAPAN	First half March	JAVA PORTS	First half March
TJILIWONG	JAVA	Second half March	JAPAN	Second half March
TJIMAH	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP	JAPAN	First half February	JAVA PORTS	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 16th February, 1907.

WEST RIVER BRITISH STEAMSHIP CO.
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity

BUTTERFIELD & SWIRE, Agents.

WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
27, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY
57, DES VOUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1907.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
SACHSEN	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ BITEL-FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

*First-class accommodation being engaged by H. M. THE KING OF SIAM,
second-class passengers only, will be accepted.

ON WEDNESDAY, the 13th day of March, 1907, at Noon, the Steamship PRINCESS ALICE, Captain Ch. Olack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than 30 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using the Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFFEN, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	SATURDAY, 2nd March.
PRINZ SIGISMUND	3,302	THURSDAY, 28th March.
MANILA	1,790	SATURDAY, 20th April.

ON SATURDAY, the 2nd day of March, 1907, at Noon, the Steamship PRINZ WALDEMAR, Captain van Senden, with Mails, Passengers and Cargo, (Ready to load on Wednesday, the 27th February), will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$30.00	\$20.00	\$10.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
TO SYDNEY	\$33.00	\$23.00	\$15.00
TO MELBOURNE	\$34.10	\$24.10	\$16.00
TO YOKOHAMA	\$30.00	\$20.00	\$17.00
TO KOBE	\$35.00	\$25.00	\$17.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } ZIETEN WEDNESDAY, 13th Mar.

TRANS-PAACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. had from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON via PLYMOUTH or SOUTHAMPTON	£61. 0. 0.
TO BREMEN	65. 10. 0.
TO PARIS via CHERBOURG	65. 0. 0.
TO NAPLES, GENOA via GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 28th February, 1907.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 378 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephones: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama." Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 27th August, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st February, 1907.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiors will also be most grateful for any PATCH, or old FURROWS to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

For Sale.
GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 50 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd October, 1906.

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F. BLACKHEAD & CO., SHIP-OHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR BOOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

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A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system. No matter what may be its cause (for they are almost numberless), its symptoms are the same: the more prominent being sleeplessness, loss of appetite, and general depression of spirits and want of energy for all the ordinary affairs of life. Now, what does a broken-down system do? It is a condition which is caused by a course of

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day that may be more certainly secured by a course of

THE NEW FRENCH REMEDY

Intimation.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED, AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be forwarded to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30.00 per annum.
 WEEKLY—\$12.00 per annum.
 The rates for postage and per centum, proportional.
 The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.
 The postage on the weekly issue to any part of the world is 50 cents per quarter.
 Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 1, 1907.

PRIVATE ENTERPRISE.

After all the trouble which has arisen over the construction of the Panama Canal by the American Government, it has been resolved that private contractors are, either not competent or seek exorbitant prices to undertake the work. At this distance, it is probably not considered possible that anyone can judge the merits of the question, but the broad facts of the situation are open to all. Would it be unwise to ask whether the States think that it can do cheaper than the contractors expect? Or would it be unwise to suggest that the contractors believe that under the aegis of the Government they can secure benefits which might not accrue under ordinary conditions? Despite the fact that President Roosevelt has been there, and submitted an extraordinarily long document—with illustrations, which were refused—to the Senate, no one who has been in that part of the world can blink their knowledge of the exceptional nature of the work. It is true that a certain section of the populace has strenuously and successfully objected to the importation of Chinese coolies as labourers on the line, and, no doubt, those who know nothing of the Chinese beyond their capabilities as washermen and laundry men, are quite prepared to believe that the introduction of indentured coolies is inadvisable. But where are they to get their labour, from, unless, it be that some of the curious races which inhabit the islands are prepared to renounce their nomadic ways and enjoy what is called

civilised prosperity. The admirable Governor of Jamaica has made it incumbent on the American authorities that each labourer shall be provided for on his return, and naturally, the Chinese Government is no less lax in its care for the subjects of the Empire. But that only brings us to the point that if the American contractors have failed to come up to expectations, how can the American Government hope to excel experts? It is a well-known fact that national undertakings are accomplished at a much greater cost than those undertaken by private firms. Of municipal works we do not speak, because the system of devotion favours that idea. In fact, cases like Glasgow, Manchester, Boston have proved that the cost of operation can be lowered by effective management. Indeed, one of the planks on the platform of the London County Council Progressives was the amelioration of those who travelled over the bridges and brought care to their door. To all who believe in self-government the resolution of America is anathema. Perhaps, the telegram we publish to-day is ambiguous; perhaps, also, it is not quite fair; but to those who do not belong to that mighty republic, it seems curious as we said before. The cost of the line was, if we mistake not, put down at ten millions; if the U.S. Government takes it in hand, it will be what? And perhaps the contractors qua contractors may rejoice.

LOCAL AND GENERAL.

It is reported that the Czar has perfected plans for the abolition of the Duma on the ground that it is too revolutionary.

MATTEUCCI predicts that the earth will have a dangerous contact with the Marchette comet that is due in our quarter of the universe this month.

PRESIDENT Roosevelt is said to have expressed anxiety as to the reception of the exclusion clause to the immigration bill by the war party in Japan.

TIRE Right Rev. Dr. Bertier, Catholic Bishop of Hakodate, Japan, is on a visit to London, and is the guest of the Aquinian Fathers at Bethnal Green. He is on his way to Rome to pay his visit ad limina to the Vatican.

Two stall-holders of the Central Market were summoned at the Police Court, this morning, by the Inspector of Weights and Measures, I. Withers, for being in possession of scales which were not of the standard weight. They admitted the charge, and Mr. M. Bourne fined them \$10 each.

WE have received the following notification from the Colonial Secretary's Office to-day:—Information has this day been received from H.M. Consul at Bangkok to the effect that vessels arriving from Hongkong will have to complete ten days on account of plague before entering a Siamese port.

POLICE Constable Clarke, of the Water Police Station, summoned the master of the steam launch *Kong Shai* before Mr. C. A. D. Melbourne, at the Police Court, to-day, for failing to carry the regulation lights while plying in the waters of this Colony on the night of the 25th ultimo. A fine of \$15 was passed.

A PEKING letter states that the Empress Dowager was lately very anxious to get H. E. Tieh Liang to return to the Grand Council from which he was dismissed last summer, but Tieh Liang's duties as President of the Ministry of War are now so arduous that he has refused the appointment—out of spite, as some will have it.

TLS. 6,000,000, according to a northern contemporary, have been spent within the last two years on munitions of war for the Peiyang army, and of this sum Tls. 2,000,000 have been spent in Japan and Tls. 1,000,000 in Germany, while the balance has been divided between Great Britain, France, Belgium and Austria-Hungary.

AMONG the recipients of presents from H. R. H. the Duke of Connaught at Singapore are Mr. D. K. Semerville, who placed his fine motor car at the disposal of the Royal Party, and has a pair of sleeve links as a souvenir. Mr. J. A. Hamilton, who also drove the Duke and Duchess about, receives a pretty cigarette case with the Duke's cipher on it.

A FIRE which broke out in Tung Loi Lane at half-past three o'clock this morning did considerable damage to two buildings and kept the fire brigade busy for some little time. Tung Loi Lane, it will be remembered, was the scene of a most disastrous fire which broke out on the morning of the 2nd ultimo, during which six lives were lost. The building which took fire this morning is the one adjoining the house which was destroyed during the outbreak of the 2nd ultimo. The fire travelled most rapidly and invaded a second building before the brigade, which was in charge of Chief Inspector Baker, could do anything to save the building. Seeing this, steps were taken to stop the flames from spreading to the other houses in the block. In this the fire-fighters were successful and the fire was extinguished, leaving the two buildings entirely gutted. The police have their suspicions as regards the origin of the fire, and consequently they have detained about a dozen persons pending the result of an investigation, which is to follow. The building where the fire originated, so we are informed, was only insured three days ago for \$6,000.

THE German mail of the 30th (Jauch) was delivered in London on the 28th February.

ANCE-Sergeant Timms, of the Naval Yard Police, charged three boatmen before Mr. F. A. Hazeland, this morning, at the Police Court, with dredging in the man-of-war anchorage yesterday without permission from the Naval authorities. They were fined \$10 each.

LAU Cheong, a fireman, employed at the Fire Brigade Station, was arraigned before Mr. F. A. Hazeland, this forenoon, at the Police Court, for being in unlawful possession of a pair of opera glasses, which was valued at \$10. It was alleged that the glasses were stolen during a fire. The case was remanded until next week in order to make further inquiries.

At the Police Court, this afternoon, Mr. F. A. Hazeland presiding as Coroner, and a jury, an inquiry was held into the circumstances touching the death of Ng Fuk, a prisoner in Victoria Gaol, which event occurred in the gaol hospital at 11.18 o'clock last evening. Deceased was serving a term of twelve months' hard labour for retreating from banishment. He was kept to gaol on the 23rd August, 1906. Medical evidence was heard, and a verdict of death from natural causes was returned.

By kind permission of Lieut.-Col. W. Scott, Moncrieff and Officers, the Band of the 3rd Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 2nd inst.:

March "Through the Valley" Walker
 Value "Naturanger" Ziehrer
 Selection "San Toy" Jones
 Andante "The Broken Melody" Van Biese
 Three Dances from "The Merry Widow" German
 Henry VIII. "Les Cloches de St. Malo" Rejlander
 Gavotte "The Forester" Caryl
 Selection "Mumblin' Moss" Thurban
 Two-Step "Mumblin' Moss" Thurban
 God Save the Prince of Wales.
 God Save the King.

At a recent meeting of the Liverpool Chamber of Commerce the chairman alluded to the question of the conveyance of Chinese emigrants by British ships, which had been before the Council. It is regarded as an important matter for British shipowners. A large emigration may be looked for from China, but under existing regulations British ships will not be able to compete for the trade. What is wanted is that the regulations should be altered to enable us to meet our foreign competitors; but, unfortunately, the Government has never been eager to assist the British shipowner. The matter will become increasingly important, and the opinion is strongly expressed that the restrictive ordinance should be removed.

CUSTOMS Baggage Inspector "Nick" Cartwright, upheld his nickname Saturday morning, says the *Manila Times* of 25th ult. He ferreted out P533 Conant pesos and two Mexican pesos from a pile of Chinese baggage. During the usual examination of outgoing baggage "Nick" spotted a Chinese charcoal stove of the ordinary type, about ten inches high and twelve inches in diameter. Upon lifting one side it seemed a little heavier than a little sheet steel stove ought to be. He heaped inside, he shook it, then he turned it upside down. Nothing rattled but there was a suspicious lot of newspaper tucked into the ash compartment running around the bottom edge. Then he dug in. Out came a package of fifty silver pesos and when the sleuth had finished there were 533 of them and two Mex. It took no end of shaking and poking to get them all out as they were tucked away in every corner.

FOOTBALL CHALLENGE SHIELD.

In the 2nd round of above competition, "G" Co., 3rd Middlesex Regt., and Y. M. C. A. meet in their replay—the first game ended in a 2 goals draw—on the Club ground to-morrow (Saturday) at 2.30 p.m.

HONGKONG FOOTBALL CLUB.

The following have been chosen to play for the Club versus R. A. at Happy Valley, on Saturday, the 2nd March, Kick off, 4.15 p.m.:—Goal—C. B. Franklin; Backs—E. F. Augott, G. E. Morrell; Half Backs—H. C. Gray, E. Humphreys, Morley; Forwards—W. B. Williams, L. G. Wishart, R. R. Turner, R. Miller, T. Mead; Referee: Mr. P. S. Jameson.

THE WRATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 1st at 11.50 a.m.—The barometer has risen considerably over W. Japan, the I-Choo, and S. China, and fallen slightly in the Philippines.

The depression lying over N.E. Japan yesterday has moved into the Pacific, and the high pressure area remains over Central China. Gradients are easier on the China coast, but strong monsoon may still be expected in the Formosa Channel. Over the N. part of the China Sea, N. and N.E. gales will continue to prevail.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, fresh; dull some rain.
 2.—Formosa Channel, N.E. winds, strong.
 3.—South coast of China between Hongkong and Lamock, same as No. 2.
 4.—South coast of China between Hongkong and Hainan, same as No. 2.

CHINESE IN ENGLAND.

MR. GRESHAM STEWART'S VIEWS.

Writing on this subject, the *Liverpool Post*, Mr. Gresham Stewart, M.L.C., Hongkong, says:—

"Sixty—the contention in your columns on the so-called degradation of this neighbourhood by the presence of a certain number of Chinamen is naturally full of interest both from a local and from an Imperial standpoint. As one who lived for more than twenty years in the British colony of Hongkong, I am grateful to Dr. Davis and Mr. Bathgate for their manly and intelligent statements in your paper of to-day. The contact of abuse which has been so widespread in the public Press against the Chinese people is, I venture to say, most unjust. With such an enormous population it is natural that there are undesirable and criminal Chinese, as there are undesirable and criminal members of every great race, but the standard of conduct in China is ethically as high as in any country, and to decry the whole people owing to the errors of a few is palpably unfair."

Dr. Davis does not admit the criminality of the Chinese residents here, and the Chinese, when treated justly, have a good character as a whole. The police records, however, can prove that point. I quite agree that a great influx of Chinese labour is to be deprecated in this country from the point of view of taking employment from our own people; but in this case the public, as Mr. Bathgate points out, have the remedy in their own hands by boycotting the laundries. The Chinaman is an adept at trade combinations himself, and if he cannot make a living here he will pack up and go home without hurting anyone, accepting misfortune, as he always does, with philosophy and resignation.

Many of the letters in your paper paint the Chinaman in the most lurid colours as everything that is bad. The Chinaman has his faults, like other people, but he is industrious, patient, cheerful and clean, when he has the chance of a wet rag and a little warm water. The lowest coolie washes his teeth, and the custom of shaving their heads keeps them from accumulating much dirt there. As one of the many Englishmen who has lived for years amongst the Chinese, and while not blind to their faults, knows that their good qualities far outweigh their shortcomings, I hope that the two letters you publish to-day will go far to allay the strong and angry feelings which have been so freely expressed by others, who seem to think they are meeting an economic difficulty by stirring up a racial animosity, for which there is surely no necessity.

If you enter into the racial aspect of the Chinese view would have to be borne in mind.

1. The Chinese would prefer to see no foreigners in China at all. If they could secure this by engaging never to emigrate I fully believe they would do so.

2. They would prefer to be without missionaries especially when they claim political power, not from religious intolerance, but because their presence sometimes causes disturbance.

3. They do not want our opium. Yet all these things are forced on them because they are a peaceful people and have no military strength. If they are coerced into military strength by being hammered by foreigners on all sides a development which certainly appears to be coming within the bounds of possibility, we shall probably listen to their side of the case with more attention. Meantime, nothing is more likely to bring about this position than ill-treatment and injustice to isolated bodies of Chinese pursuing peaceful avocations in other countries. The Chinese people are neither malignant nor vindictive, but they are eminently reasonable and logical. If the present Committee of Inquiry can show that the Chinese here are criminal and undesirable they can repatriate them with a free conscience, and if they prove their decision to be correct, the Chinese Authorities might possibly heed all the denunciations without delay. But if they are not guilty of the awful crimes which are attributed to them the Chinese Government will be entitled to ask why these people are treated in this manner in a friendly country.

CRICKET.

LEAGUE TABLE.

The following is the League Table up to date:

Club	Matches	Played	Won	Lost	Drawn	Points
Craigengower	13	6	3	1	26	
Hongkong Police	12	7	4	1	22	
Kowloon	9	6	0	3	21	
Civil Service	10	5	2	3	18	
H.K.C.C. "A"	12	5	5	1	16	
Army Staff	12	3	7	2	11	
R. G. A.	3	2	4	2	8	
Royal Engineers	12	0	10	2	2	

To-morrow afternoon, commencing at 1.15 p.m., a return match will be played between "Married" and "Singles." Married:—Messrs. R. Hancock, H. R. Phelps, G. H. Edwards, N. H. Rutherford, J. Hooper, L. H. E. Stanger, Leathes, J. M. S. Cant, Hazley, Major Stephen, 3rd Mid., Lt. W. B. Duncan, R.A., Lt. Col. A. E. Aitken, 11th Inf. Major W. W. Chitty, 10th Inf., and Surge-Major Owen, R.A. "Singles":—Messrs. T. E. Pearce, W. A. Powell, R. A. B. Pott, E. A. Fowler, A. C. Claxton, T. C. Gray, C. Stewart, Lockhart, R. R. B. Beattie, Major H. E. Lewis, 11th Inf., Lt. J. M. C. Taylor, 11th Inf., Capt. R. E. E. Kieckebach, 11th Inf., and Lt. J. U. Hope, R.A.

CRAGENGOWER V. R. G. A.
 This league match will take place on Saturday at 2.15 p.m. on the ground of the former Club. The following will represent Craigengower:—C. C. L. E. Lammer (Capt.), R. B. A. O. Brown, J. D. Kinnaid, M. E. Ayer, L. R. Ross, P. Pettit, E. E. Irving, R. B. Cooper, G. Evans, and S. E. Green. Reserve: H. L. Lott.

THE RELIANCE OF DISMISSAL STRANGERS.

PROPOSED ACTION AT KOBE.

The report of the work of the Seamen's Institute at this port during past year, which will be found in another column, says the *Kobe Herald*, may draw attention once more to the question of the best method of affording relief to the distressed but deserving foreigners who arrive not infrequently at Kobe and have no means of procuring it in places where better chances of obtaining employment are to be found. As our readers will see from the report, the amount of distress of this nature which calls for assistance is very markedly increasing, so much so that the resources of the Institute, which is the principal local medium for giving discriminating relief to destitute strangers, have been taxed to the utmost. The Institute started the year with the substantial balance of ¥700, yet, owing to this year's entirely swollen up, but it has been necessary to incur a considerable amount of debt in order to cope with work which could not be neglected, and it is estimated that additional financial help to the amount of at least ¥5,000 will be required during 1907. It has to be noted that the financial difficulties with which the Institute has had to contend are due entirely to the increase in the calls which have been made upon its resources, and not in any way to a falling off in the assistance which it has received from the charitable public. In fact, the past year was a record one in regard to the amount received by way of subscriptions and contributions, and in this connection it is worthy of mention that a substantial sum was obtained by collections from the crews of visiting ships, a very satisfactory proof of the high appreciation in which the Institute is held by those for whom it is primarily intended. It is therefore quite clear that the need for relief is extending to such a way that it will hardly be possible in the near future for the Institute to meet the demands upon it unless its revenues are substantially augmented, the more especially since the constant growth of the port of Kobe in importance, is bound to lead to a permanent increase in the number of waifs and strays finding their way to this City.

It is doubtless with a realization of the necessity of further provision being made for meeting this growing demand upon local charity that the Kobe Ladies' Benevolent Society now proposes to establish a special fund for the purpose of assisting destitute strangers of deserving character. As has been said, there is no doubt that there is a real need for more adequate means of dealing with these unfortunate people. It will also be admitted by every one that the Ladies' Benevolent Society is an excellently managed organization, which has done, and is doing, admirable work in its own special field, the support and assistance of destitute women and children. It is, further, true that it is an excellent thing that the Society and the Institute should work in friendly co-operation. Nevertheless, the thoroughly commendable as is the spirit which has prompted the present proposal, we must confess to some doubts as to whether the Ladies' Benevolent Society is the most suitable medium through which a solution of the problem can be approached. It will have been noted from the Report which was presented at the annual meeting of the Society, last month that there was during 1905 a considerable falling off in the subscriptions received, so that the funds in hand were not more than adequate for carrying on the Society's particular line of work. In view of this fact, it might appear that it would be wiser for the Society not to attempt at present to seriously enlarge the sphere of its operations. But, apart from the financial question, it is hard to quite clear why the work of providing means for assisting the destitute men who get stranded at this port should be imposed upon this Society. The Seamen's Institute already does a great deal of good work in this direction, and it would perhaps be a more fitting and natural policy to enable it to somewhat extend its sphere by placing at its disposal a sufficiency of funds to deal with all real and urgent cases of distress. The present Superintendent of the Institute is a man with much experience in dealing with men of the class who mainly require relief, and by entrusting the work to a single organization a good deal of labour and some expense could probably be avoided.

There is another consideration which has to be borne in mind. What with the increased taxes, the high cost of living, and the other not inconsiderable demands upon the funds already made upon their pockets by the foreign or public purposes, the foreign residents here, however desirous to do their duty towards their unfortunate fellow-beings, cannot meet the unlimited demands upon their purses. It is consequently worthy of consideration whether the best course would not be to concentrate effort upon placing the Seamen's Institute in a position to act as the Community's deputy in the relief of the derelict but deserving persons who arrive at this port, rather than to create a separate fund which could not achieve results of an adequate kind, unless it attained pretty large proportions.

SHIPPING AND MAIL.

French (*Ernest Simpa*) 4th inst.
 American (*Korai*) 8th inst.
 Australian (*Changsha*) 13th inst.
 Canadian (*Empress of China*) 10th inst.

The Ben Line S.S. *Angloamerica*, from Antwerp and London, left Singapore yesterday for this port.

The P. & A. S.S. Co.'s *Argo* arrived at Yokohama this a.m. and will therefore be due to arrive at this port on 13th inst.
 The C. P. & S.S. Co.'s *Albatross* arrived at Kobe at 3 p.m. on 27th ult. and left again at 10 a.m. (Thursday), for Yokohama, where she is due to arrive at 2 p.m. on 1st inst.

ENGLISHMAN.

HONGKONG TELEGRAPH SERVICE.

CHINA MERCHANTS' S.S. CO.

IMPORTANT NEW PROPOSAL.

CANTON WILL BE ASKED.

[From Our Own Correspondent.]

Shanghai, 1st March.

2.40 p.m.

A special meeting of the shareholders of the China Merchants' Steam Navigation Company was held yesterday, with the object of electing representatives to register the Company under the Ministry of Agriculture and Commerce.

A meeting with the same purpose will be held at Canton shortly.

It is proposed that if delegates are appointed there they should co-operate with a similar aim in view.

CANTON TAX BY DAY.

THE CANTON RIVER BRIDGE.

[From Our Own Correspondent.]

Canton, 28th February.

It is reported that the Canton River Bridge Company will open the register of shares on the 11th proximo. The capital of the Company is to be \$1,000,000 in 100,000 shares of \$10 each and shares can be taken up by officials and the people.

THE MINT.

The Canton Mint, which suspended work for the past three weeks, on account of the China New Year holidays, has again resumed working to-day.

CANTON-KOWLOON RAILWAY.

It is reported that H.E. the Viceroy has instructed Taisi Wen to proceed to the various parts of the province to encourage the people to take up shares in the Canton-Kowloon Railway Company. As requested by the British Syndicate for the construction of the Canton-Kowloon Railway, the Ministry of Posts and Communications at Peking forwarded a despatch to H.E. the Viceroy asking him to inquire what subscriptions could be raised by the people of the Liang Kwang provinces. On receipt of the above despatch the Viceroy acted accordingly.

VICEROY'S FORTHCOMING INSPECTION.

When the official seals are re-opened, H.E. Viceroy Chow will personally proceed on a tour of inspection to the different prefectures and districts, starting from the East River District. Preparations have been completed for his departure from Canton.

H.E. WU TING FANG.

H. E. Wu Ting Fang has arrived here from Hongkong and is now temporarily residing at the Viceroy's residence. H. E. Chow seems to be on good terms with him, and often holds deliberations together on all public affairs, especially on foreign affairs, but at present what matters are engaging their attention is not known.

RE-OPENING OF SCHOOLS.

H. E. the Viceroy will visit the Pong Yuen College on the 21st proximo, and the Sik Wom College and the Shen Yung College on the 28th proximo, the date of the re-opening of these institutions after the New Year vacation. All the colleges and schools, Government and private, will be re-opened about the same dates, and will be visited by the Provincial Treasurer, Provincial Examiner Kwongchow Prefect, and the Magistrate of Namhoi and Panyu.

THE NEW THEATRE.

Tang Pang Ying and others of the Po Wah Company have sent an application to the Bureau of Agriculture, Industry and Commerce applying for the lease of the new theatre at Chungking, in the eastern section of the new harbour, and stating that the company is prepared to build an annual musical theatre, the officials of the Bureau have not granted their application, but the applicants are requested to increase the amount offered for the lease.

The other day a case of larceny took place in the Viceroy's guard's department. Various articles to the value of over \$100 were taken away. The Namhoi Magistrate has been instructed to look into the case and subsequent inquiries were made at the various pawnshops, to ascertain if the stolen articles have gone into their hands.

THE AMERICAN BOYCOTT.

H. E. the Viceroy has again issued a proclamation prohibiting the American boycott feeling to be revived and has instructed the police to tear down and destroy any placards when found, and to stop the selling of newspapers publishing reports that tend to stir up the feeling of the public. So far there is no news about the boycott leader, Mr. Tai Sen, who was arrested and put in custody since 1st December for continuing the boycott feeling.

DRAMA, SICH.

It is learnt from the different rice merchants that from the beginning of the Chinese New Year, the dollar buyers' eagerness has been what could be expected at this time of year. It is alleged that the rice in the market is so plentiful that the price is falling, and the speculation and exportation by the merchants

TELEGRAMS.

(Special.)

The Panama Canal.

LONDON, 27th February.
The American Government has decided to construct the Panama Canal itself.
The canal engineer, Stevens, has resigned, and engineer Major S. Oethals succeeds him.

The Surrender of Port Arthur.

The Standard publishes a long secret report of Commandant Saimoff, the Commandant of Port Arthur. The report covers between February and December, 1904. It charges General Stoices with cowardice, incapacity and favoritism, resulting in a surrender before the defence was exhausted.

Later.

The Development of China.

Mr. W. Rindman, in reply to Sir E. A. Sassoon, in the House of Commons, said that Sir John Jordan was doing his utmost to secure the acceptance of a plan for Chinese participation, with the London and China Syndicate in the development of the Anhui Mining Concession. There was no reason for sending further instructions to Sir John Jordan, who was naturally keeping in touch with the agents of the syndicate in China.

The Russian Duma.

The Russian Duma will open on the 5th prox.

THE CRISIS AND THE MAN.

The Hon. John Barrett, who has just been chosen Director of the Bureau of American Republics, with headquarters at Washington, is now heading for the capital with the expedition and the energy which notoriously characterize not only his movements, but his speech. The news of his selection reached him in Portland, Ore., a few days ago, where, after sternly repressing his blushes, and his astonishment, he took a local reporter by the ear and spelt into the yawning aperture a prophecy to wit: that it will, nigh burst, the reservoir.

Naturally, we shall all have to content ourselves with a contemplation of, only the most bashful eddy of this roaring torrent. It will yield but a meagre instalment of the rapture eventually coming to us, though for the moment it may serve. The Hon. John Barrett says, for example, that he intends to reorganize the office staff of all. "It will be necessary to maintain a much larger clerical force," he says. Much larger? A thousand times larger at least. When Barrett gets good and warm in his new chair, and begins to fire off, with the devastating profusion of a mitrailleuse, his wide educational reminiscences, and appeal the typewriters of the bureau will have to be multiplied on a scale of geometrical progression for six months at least. Do we or do we not recall his fruitless literary and oratorical activities during that brief period which covered his Oriental and Polynesian tour in the interests of the St. Louis exposition? If yes, no need for another word. If no, let the forgetful and the un-informed go perish in their ignorance. But we recall it all, and if the expression be permitted, we groan in an ecstasy of expectation.

In the light of those halcyon memories we forecast the final pacification and commercial exploitation of the teeming millions of Latin America. They will cry for our cotton shirts, fight over our hams, hatchets and glass beads. The fruit smeared children of the tangled bush will forget the roaming flea and gather on storm-battered shores to beg for Chicago sausage and Fall River pants. Best of all, they will as one man drink in the melody industriously churned by the Hon. John Barrett and disseminated throughout the Western Hemisphere by that inspired minstrel's innumerable choir. So, when he sets forth upon his promised tour "of the twenty Latin American republics which are members of the union," he will go to meet loving and enchanted populations, once hostile and suspicious myriads, will bark and wag their tails as things bewitched. He will need only to open his pack and there will be no grudge too obvious for them to buy. Oregon will go about with opulence. All our manufacturing and commercial industries will swoon with surfeit. The ear of harmony and international endearment will set in. We shall cut pigeon wings upon the threshold of the true millennium.

This is what the Hon. John Barrett proposes in his more businesslike moments. Can we doubt that a charmer who has lured the King of Siam from his evil ways, and by the ribald yet for ever expedient of tenderly chucking her under the chin recovered the Dowager Empress of China to a proper observance of Christian gaiety—can we doubt, we ask, that the Hon. John Barrett is the man of all men for the emergency?—Ex.

BATTLE BETWEEN SEA MONSTERS.

When the steamer *Corinthia* was within a day or two of Capetown, on her last voyage out to New Zealand, a battle royal between sea-monsters was seen. A school of whales were being attacked by thraishers and the sight of the anguished monsters, tortured by their persistent enemies, throwing their vast bodies out of the water, and falling again amid a whirl of lashed-up foam, was one not easily forgotten by the passengers who lined the bulwarks of the steamer. The spectacle was reminiscent of the story Frank T. Bullen tells about the sea battles that descend of the deep engage in on occasions—like an insight into the life of the marine world of which, was only catches occasional glimpses. So hot was the fight that the great creatures took 90 head of the steamer, which passed within 30 yards of the scene of slaughter. Several seaphoes were taken of the naval incident.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

PARSEE APPRECIATION.

TO THE EDITOR OF THE HONGKONG TELEGRAPH.
Sir, in your yesterday's paper there appears a telegram, received by his Excellency the Governor, from the British Minister at Teheran, by command of His Majesty the Shah of Persia, designating this Majesty's protection to every Parsee in his dominion or wherever they may be.

Let me suggest, through your paper, that a meeting of the Parsee Community should be called at the first opportunity at our "Parsee Club premises," under the leadership of Mr. H. N. Mody, to consider about the telegram and if possible to pass a proposition to reply to the Shah, through his Excellency the Governor, thanking him for his kind desires and also of his devoting love (like his late lamented Royal Father) to his faithful Parsee subjects—Yours faithfully,

BE JUST AND FEAR NOT.

Hongkong, 1st March, 1907.

THE INSURANCE SQUABBLE.

THE "MACAU" INSURANCE CLAIM.

At the Supreme Court, this morning, his Honour Sir Francis Pigott, Chief Justice, presiding, the case was continued in which O Yan Tsai brought an action against the Fook On Assurance and Godown Co., Ltd., to recover the sum of \$10,000, said to be due on an insurance policy on the s.s. *Macau*, which vessel was lost in the harbour in the September typhoon.

Mr. M. W. Slade, instructed by Mr. C. F. Dixon, appeared for the plaintiff, the defendant Co. being represented by the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master.

Evidence as to the value of the ship occupied the attention of the Court to-day.

THE BAKING-BLOTTER.

The *Lancet's* unrelenting quest of the germ has discovered another lurking place of the microscopic foe. Our contemporary observes: "It may reasonably be doubted whether the highly besmudged blotting pad is innocent as regards disease germs. In the act of writing the blotting pad is commonly breathed upon, as bacteriological experiment has shown that micro-organisms may be projected a long distance by the breath. Blotting paper being an absorbent of moisture, any septic matter would be rapidly dried on it, and reduced to a readily transferable substance. Inkpots, again, are nearly always left open, and consequently dust readily gains access to them, carrying with it loads of micro-organisms. These in their turn are transferred by the pen to the paper, and thence to the blotting pad, where they are left high and dry to be scattered once more in the room on the smallest provocation. Some inks, of course, contain an antiseptic, but it is not likely that all inks serve as germicides. It may be a counsel of perfection to lay down that blotting pad should be a fresh, spotless sheet every day, but when infectious respiratory disease is endemic such a precaution would not be so fatuous as might be supposed. Apart from this everyone appreciates a clean blotting pad which will dry the writing without smearing it. Often enough the blotting pad is one mass of blotchy characters and inkstains representing a use of days, weeks, or even months. In such a condition its function has not only come to an end, any further use of it invariably leading to smears and annoyance, but it must be also bacteriologically filthy. Antiseptic blotting paper is clearly a necessity of our daily life."

THE ANTI-GAMBLING GUN.

PAK-PIU PLAYERS.

It is highly satisfactory that the legislative gun which was recently loaded by Parliament for the gambling fraternity has gone off all right when a senior-sergeant of police pulled the trigger, and has resulted in a fine bag, comprising nine Chinese pak-piu players, says a Sydney paper. The raid appears to have been planned with forethought, and executed with such dash and vigour that the whole community, with the exception of the nine Chinese, should be truly gratified. Pak-piu is a game of chance, in which the gambler places certain marks, at his own discretion, on a square piece of paper inscribed with a vast number of Chinese hieroglyphics. The bank also places certain marks, at its discretion, on a piece of paper containing an exactly similar set of hieroglyphics, and if the gambler is fortunate enough to have marked a given number of the same hieroglyphics as the bank, he is proportionately rewarded. If otherwise, he loses his stake. It is more complicated, though probably fairer all round, than the three-card trick or thimble-rigging; but it is emphatically gambling, and therefore it is to be hoped that the Chinese will be severely punished, as a warning not to be caught again. It is a pity, however, that the public mind cannot be quite free from a few qualms of conscience due to the fact that the Legislature deliberately loaded only one barrel of its gun, and that was the barrel that has done such execution among the Chinese. The Attorney-General was full of good intentions at one time. He announced that he would load the other barrel for "promoters of church bazaars, persons who got up anti-union, and organisers of Eight-hour Day" rallies. But, somehow, or other, the ammunition slipped through his fingers at the last moment, and consequently, though the pak-piu offenders have been dexterously grassed, the rafflers of religious objects and the other philanthropists who once a year, on Eight-hour Day, advertise "£1,000 for one shilling," to the ensnaring of the unwary, are still entitled to gamble gaily under the protection of the law. Parliament and the people should have insisted upon both barrels being loaded.

PHILIPPINE MEDICAL ASSOCIATION.

DR. J. M. ATKINSON ATTENDS SESSION.

The Manila *Cablenews* of 26th ult. says:—Dr. Kannoosuke Miyajima, delegate from the Imperial Japanese Majesty's government, arrived in Manila yesterday to attend the fourth annual session of the Philippine Islands Medical Association, and to assist Dr. Richard P. Strong.

Dr. Miyajima is chief of the biological department of the Japanese government laboratory at Tokyo, and is a graduate of the Imperial Japanese university and has studied at Johns Hopkins and other leading universities in America and is acquainted with the leading medical men of the world.

Dr. J. M. Atkinson, the honourable principal civil medical officer of Hongkong, who has just returned from Montreal, Canada, where he read a paper before the British medical association on measures against plague, will arrive in Manila Tuesday morning for the purpose of attending the meeting of the association, and will also be a guest of Dr. Strong during his stay in Manila.

Dr. Atkinson who is one of the leading medical men in the Orient comes as a delegate from Hongkong Colony and will address the association on Thursday afternoon.

Dr. Sia Tien Pan, delegate from the Imperial Chinese Majesty's government, has arrived in Manila and is the guest of Dr. Tee Han Kee at 87 Calle Carvallo, Trozo. Dr. Sia will address the association on Saturday afternoon.

Dr. W. V. M. Koch, medical officer in charge of infectious hospitals, Hongkong, who was to address the association on Friday afternoon, will not be able to attend on account of the absence of Dr. Atkinson. The time assigned to Dr. Koch will be occupied by Dr. Strong who will read a paper on Kabisagari or Paralytic Vertigo prepared for the association by Dr. K. Miura, professor of internal medicine in the Imperial Japanese University.

WHY WOMEN MARRY.

LOVE NOT INCLUDED AMONG THE REASONS.

Paris, Jan. 13.

A French statistician has been devoting considerable time recently to discovering the reasons for which women are anxious to get married.

His inquiries included questions addressed to ninety-five girls between the ages of fifteen and seventeen, asking them why they wished to get married. The result was as follows:—Five wished to marry in order that they might go out unchaperoned.

Ten because they would then be able to amuse themselves.

Five because their husbands would enable them to travel.

Seven so that they would own their own homes.

Four looked forward to possessing a family.

Three did not wish to marry at all; while sixty-nine were anxious to be married, but could give no specific reason why.

Not one of the girls suggested love as a motive for matrimony.

PERPETUAL MOTION IN JAPANESE MILLS.

In Japan Sunday is not regarded, and the mills do not stop for the day. The majority of the mills have two holidays—the 1st and the 15th. In many mills the engine starts at 6 o'clock the morning of the 2d and runs continuously until 6 o'clock the morning of the 15th; then starts at 6 o'clock the morning of the 16th and runs continuously until 6 o'clock the morning of the 1st. This is as near perpetual motion as men and machines can stand. No stop is made for dinner, the hands taking thirty minutes for dinner in rotation, and spare hands taking the place of each batch. Each operative works from 6 to 6, with thirty minutes for dinner, and the night shift comes on at 6. Thirteen to sixteen twelve-hour days on a stretch necessarily makes the hands slower and less efficient. Though they do not observe the Lord's rest day, a good number of the mills have, by experience, come to see the material good that comes from having one day in seven for rest, and one of the largest groups of mills observes the 4th, 11th, 18th and 25th of each month, but does not, as customary with us, allow a third or half of the previous day for rest also. These four rest days are utilized by the management to overhaul and clean machinery, check up repairs, instruct green hands in regard to their duties, etc. The national holidays, of which there are about ten, are observed by the mills, so that even in the mills making a practice of stopping only two days for rest, the holidays effect a stop of one or two more days per month.

The hours of work and the number of rest days vary with the locality and the mill. Each mill has its own system, and though they work together in some respects, through the Japanese Cotton Spinners' Association, in publishing comparative reports etc., they are very jealous of each other, and keep the details of their business, methods of operation, etc., a secret from other mills. This instinctive secrecy, as shown in other industrial lines, such as machine shops, shipbuilding, etc., has made the office of consulting engineer in Japan a very lucrative one, as new projects cannot copy from old, but have to be built in expert advice to select the machinery, etc. A slight illustration of this occurred in my visit, on successive days, to two mills not over fifty miles apart. The superintendent of one said a good many erroneous articles were printed about hours run by Japanese mills; that the great majority stopped thirty minutes for dinner and always had at least four rest days a month. I was in the other mill from 11.30 to 1 o'clock, and saw the method of using spare hands and making no stop for dinner, and the superintendent said this was done in a good many mills, and that this mill, like most others, only stopped on the 1st and 15th days of the month.—*Consular Report.*

THE FOREIGN POPULATION OF YOKOHAMA.

We learn from the *Japan Herald* that according to the latest census the foreign population of Kanagawa Prefecture number 5,724. When classified according to nationalities they are as follows:

	Male	Female
British	166	398
American	296	188
German	204	70
French	103	56
Russian	3	2
Chinese	2,394	956
Portuguese	49	36
Dutch	28	20
Belgian	3	1
Danish	16	10
Swiss	45	26
Turkish	6	4
Italian	18	13
Austro-Hungarian	28	22
Swedish and Norwegian	9	8
Spanish	27	6
Greek	2	—
Brazilian	2	—
Total	3,904	1,820

THE DUKE OF CONNAUGHT AND THE STRAITS CHINESE.

The Duke of Connaught requested His Excellency the Governor to forward the following message to the Chinese Community of Singapore:—

I have received with great pleasure the addresses of welcome which the various sections of the Chinese Community of Singapore have presented to me and I learn with great satisfaction how highly the Chinese value the benefits conferred upon them by British Rule. Since the foundation of the Colony the Government has always placed the utmost confidence in the ability, integrity and good sense of the Chinese merchants and has granted to them the same freedom in the conduct of their business and the management of their private affairs as is enjoyed by Englishmen themselves. That this confidence has been well-deserved the present condition of the Colony and the progress which it has made since my previous visit clearly proves. In the Straits Settlements the Government and the people have worked together in harmony and the country consequently flourishes. I shall inform my brother, His Majesty the King, Emperor, of the sentiments which the Chinese have expressed to me. I learn that the Chinese New Year began three days ago. The Duchess and myself are much gratified that at a time of general holiday-making and relaxation the Chinese should have voluntarily undertaken for us the task of organising the procession which accompanied the gentlemen who presented addresses to us. We watched it with great interest.

We wish to the whole Chinese Community a happy and prosperous New Year.

(SD.) ARTHUR.

COUNT WITTE'S INCOME.

RECEIVED £1,900 FOR ARRANGING THE PEACE TERMS.

St. Petersburg, Jan. 13.

In order to destroy the impression that Count Witte has accumulated vast wealth from his Government service, one of his friends has published an account of his income and expenditure in a newspaper which is widely read among the poor here.

The writer states that Count Witte's actual salary from the Government at the present moment is only £800, which he receives as a member of the Council of the Empire. He received £50,000 from the Imperial Treasury while he was President of the Council of Ministers, but this sum was largely consumed in expenses necessary to that position. Apart from this, he has only £15,000, which is his wife's dowry. He received only £1,900 for his mission to the United States to negotiate the Portsmouth treaty, while his actual expenses on that occasion amounted to £55,000.

The writer's communication concludes with a description of Countess Witte's charities. She gives 250 dinners daily to the poor of the district where they live besides free supplies of boots and warm clothing.

COMMERICAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	21 1/2
10s. demand	21 1/2
10s. 4 months' sight	21 1/2
France—Bank T.T.	25 1/2
10s. demand	25 1/2
10s. 4 months' sight	25 1/2
Germany—Bank T.T.	24 1/2
10s. demand	24 1/2
10s. 4 months' sight	24 1/2
India T.T.	16 1/2
10s. demand	16 1/2
Shanghai—Bank T.T.	72 1/2
10s. demand	72 1/2
Singapore T.T.	5 1/2
10s. demand	5 1/2
Java—Bank T.T.	109 1/2
10s. demand	109 1/2
Buying.	
4 months' sight L/C.	23 1/2
6 months' sight L/C.	23 1/2
30 days' sight San Francisco & New York	55
4 months' sight do.	55 1/2
30 days' sight Sydney and Melbourne	23 1/2
4 months' sight France	25 1/2
6 months' sight do.	25 1/2
4 months' sight Germany	24 1/2
6 months' sight do.	24 1/2
Bank of England rate	5 1/2
Sovereign	28 1/2

OPIMUM QUOTATION.

To-day's quotations are as follows:—	
	Per picul
Malwa New	800/850
Old	850/880
Old	900/950
Old	950/1000
Per chest	
Malwa New	950
Old	950
Old	950
Old	950
Old	950

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, MARCH 2nd, 1907.

DINNER.

HORS D'OEUVRES.

Sardines on Toast.

SOUP.

Consomme Royal.

FISH.

Smoked Fish and Parsley Sauce.

ENTREES.

Lamb Cutlets and Green Peas.

Jugged Hare and Red Currant Jelly.

Chicken and Ham Patties.

CURRY.

Mandras.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.

Roast Turkey and Cranberry Sauce.

Boiled Corned Leg of Pork and Pease Ludding.

Cold Roast Pheasant—Red Cabbage Salad.

SWEETS.

Toast Huddling.

Chocolate Ice Cream and Finger Cakes.

Tippy Cake.

Cheese Biscuits.

DESSERT.

Coffee. Fruits. [265]

NOTICE.

FROM this date Mr. EDWARD FAIRBAIN MACKAY and Mr. ALEXANDER CUMMING are authorized to Sign our Firm Proclamation.

BUTTERFIELD & SWIRE.

Hongkong, 1st March, 1907. [262]

NOTICE.

MR. ELLIS KADOORIE has this day been admitted a PARTNER in the Firm.

E. S. KADOORIE & Co.

Hongkong, 1st March, 1907. [263]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 13th March, 1907, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, the 9th March, on WEDNESDAY, the 13th March, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st March, 1907. [267]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON, ANTWERP AND STRAITS.

THE Steamship

"BRECONSHIRE."

Captain Tomkinson, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 1st March, 1907. [264]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC CO., LIMITED.

SUBSCRIBERS are requested to make the following CORRECTIONS in their DIRECTORIES.

CORRECTIONS.

519 Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., Works.

169 Hongkong and Kowloon Wharf and Godown Co., Ltd., Mess.

406 International Bank Manager's Residence.

496 Scott, Chas. R., Residence.

NEW LINES.

508 Assessors' Office.

596 Chinese Public Dispensary Central.

595 Doctor Atkinson.

675 Doctor Bellios, R. A.

618 Doctor Ho, N. H.

613 E. Hing, Iron Shop.

597 How Woo.

611 Jewish Recreation Club.

591 Kwong Hong Shing.

614 Maitland, F., Residence.

593 Netherlands India Commercial Bank.

612 Sam A Yee.

617 Sincere & Co.

616 Yee Woo.

Hongkong, 1st March, 1907. [264]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG," 1,138 Tons, W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

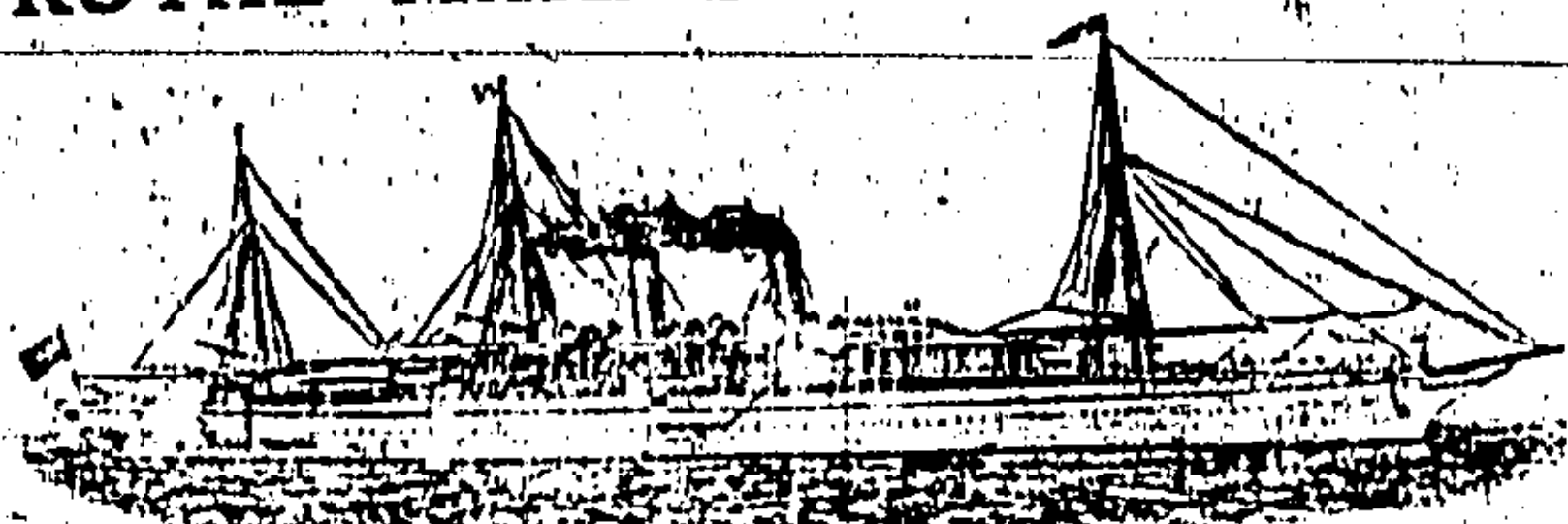
This Fine New Steamer has unequalled accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.		LEAVE HONGKONG		ARRIVE VANCOUVER	
R.M.S.	Tons				
"EMPRESS OF JAPAN"	6,000	THURSDAY,	March 14th	April 1st	
"TARTAR"	4,445	WEDNESDAY,	March 27th	April 20th	
"EMPRESS OF CHINA"	6,000	THURSDAY,	April 11th	April 29th	
"ATHENIAN"	3,883	WEDNESDAY,	May 1st	May 25th	
"EMPRESS OF INDIA"	6,000	THURSDAY,	May 9th	May 27th	
"MONTAGLE"	6,163	WEDNESDAY,	May 22nd	June 15th	

"EMPRESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at HANG-HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, through to LIVERPOOL being 21 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, 21st St. Lawrence £50. 1/12 New York £62. Steamers, and 1st Class on Railways £40. £42. R.M.S. "MONTAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Rates of Freight and Passage, apply to H. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya, Hongkong, 27th February, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
S'GAPORE, PENANG & CALCUTTA, KUTSANG, SATURDAY, 2nd Mar., 3 P.M.
SHANGHAI VIA SWATOW, HANGSANG, SUNDAY, 3rd Mar., daylight.
SINGAPORE and SOURABAYA, FOOKSANG, TUESDAY, 5th Mar., 3 P.M.
TIENTSIN VIA SWATOW & CHEFOO, CHIPSING, WEDNESDAY, 6th Mar., Noon.
SANDAKAN, MAUSANG, FRIDAY, 8th Mar., 4 P.M.
MANILA, LOONGSANG, FRIDAY, 8th Mar., 4 P.M.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.
Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th February, 1907.

CHINA NAVIGATION CO., LIMITED.

For STEAMERS. To SAIL.
MANILA "TEAN" 5th March, 4 p.m.
TIENTSIN "HUICHOW" 8th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE "TSINAN" 8th " "
NEWCHWANG "NANCHANG" 9th " "
YOKOHAMA and KOBE "CHANGSHA" 18th " "
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st March, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon steamships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodget	MANILA	SATURDAY, 2nd Mar., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 9th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 25th February, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship "AMERICAN OCEAN" The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HAMBURG" and "HOHENSTAUFEN" These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.

HAMBURG 4th March.

RHENANIA 3rd April.

HOHENSTAUFEN 2nd May.

SILESIA 2nd June.

SCANDIA 2nd July.

Hongkong, 28th February, 1907.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.

SCANDIA 16th March.

HAMBURG 5th April.

RHENANIA 3rd May.

HOHENSTAUFEN 29th May.

* Call at Lisbon.

[3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and

Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN,"

Captain McArthur, will be despatched as above, TO-MORROW, the 2nd instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st March, 1907.

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "ERNEST SIMONS,"

Captain Girard, will be despatched as above, on MONDAY, the 4th March.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 25th February, 1907.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK.

S.S. "MUNCASTER CASTLE" 12th March.

S.S. "LOWTHER CASTLE" 21st March.

* This Steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 29th January, 1907.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Klenow, Rosen, Jobert, Volpau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 1 is a remarkably short time, often only one day, to remove all the causes of disease, and to restore the system to its normal condition by laying the foundation of structure and other organs, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is for the treatment of all diseases for which it has been found a most efficient remedy, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 3 is for the treatment of all diseases for which it has been found a most efficient remedy, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 4 is for the treatment of all diseases for which it has been found a most efficient remedy, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 5 is for the treatment of all diseases for which it has been found a most efficient remedy, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 6 is for the treatment of all diseases for which it has been found a most efficient remedy, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 7 is for the treatment of all diseases for which it has been found a most efficient remedy, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 8 is for the treatment of all diseases for which it has been found a most efficient remedy, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 9 is for the treatment of all diseases for which it has been found a most efficient remedy, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 10 is for the treatment of all diseases for which it has been found a most efficient remedy, and to remove all the irritations of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found a most efficient remedy, affording prompt relief where other well-tried remedies have been powerless.

HONGKONG AVERAGE MARKET PRICES.

Corrected 28th February, 100 cts. per 5 Alex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa D	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	15
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chang	26
" Bullock's Brains—Know	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	12
" Hean—Ngau Sum	12
" Hump, Salt—Ngau Kin	20
" Feet—Ngau Kerk	7
" Kidneys—Ngau Yiu	17
" Tail—Ngau Mei	12
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai-tau-keok	100
Mutton Chop—Yeung Pai Kwat	24
" Leg—Yeung Pai	24
" Shoulder—Yeung Shau	20
" Pigs' Chiddings—Chi cheong	24
" Brains—Chi Know	2
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	12
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	8
" Liver—Chi Kerk	28
" Pork, Chop—Chi Pai Kwat	21
" Corned—Ham Chu Yuk	22
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	16
Sheep's Head and Feet—Yeung Tau	60
Keok	10
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	24
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	24
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Sin Kai	20
Ducks—Ap	25
Doves—Pan Kau	10
Geese, Hen—Kai Tan	20
Fowls, Canton—Kai	32
" Hainan—Hoi Nam Kai	29
Geese—Ngo	18
Geese, Wild Shanghai—Sheung Hoi Ye	18
Ngo	18
Musk Deer—Wong Keng	18
Hare—Tu Chai	18
Partridge—Che Khoo	65
Pheasant—Shan Kai	150
Pigeons, Canton—Pak Kip	30
" Hoihow—Hoihow Pak Kip	30
Quail—Um Chui	17
Rice Birds—Wo Fa Cheuk	100
Snipe—Sa Chui	25
Turkeys, Cock—Fo Kai Kung	60
" Hen—Na	45
Wild Ducks, Shanghai, Sui-ap	10
Teal, Shanghai, Sui Ap Chai	50
Wild Ducks Canton—Sang Shing Sui	90
Ap	90

FISH.

Barbel—Ka Yu	9
Bream—Bin Yu	12
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	17
Catfish—Chik Yu	11
Codfish—Mun Yu	24
Crabs—Hai	20
Cuttle Fish—Muk Yu	12
Dab—Sa Mang Yu	14
Daice—Wong Mei Lun	10
Dog Fish—Tui Tu Sa	8
Eels, Congor—Hoi Nam Yu	14
" Fresh water—Tam Sui Yu	15
" Yellow—Wong Sui	24
Frogs—Tien Kai	28
Garoupa—Sek Pan	48
Gudgeon—Pak Kip Yu	12
Herrings—Tao Pak	20
Halibut—Cheung Kwan Yu	16
Labrus—Wong Fa Yu	16
Loach—Wu Yu	12
Lobsters—Lung Ha	32
Mackerel—Chi Yu	12
Monk Fish—Mon Yu	20
Midlet—Chai Yu	20
Oysters—Sang Hoo	15
Parrotfish—Kai Kung Yu	15
Perch—Tui Loo	18
Pike—Fa Paw Poong	14
Plaice—Pan Yu	18
Pommet, Black—Hak Chong	24
Pommet, White—Pak Chong	24
Prawns—Ming Ha	48
Ray—Fa Pa Sa	10
Rock Fish—Suk Kan Kung	14
Roach—Chai Yu	24
Salmon, (Oro), fresh water—Ma Yu	24

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph, and they are warranted against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.

Hongkong, 19th February, 1907.

Cents.

Shark—Sa Yu	10
Skate—Po Yu	9
Shrimps—Ha	24
Snapper—Lap Yu	24
Soles—Tat Sa Yu	20
Tench—Wan Yu	14
Turbot—Choi Hing Yu	20
Turtles, small, fresh water—Keok Yu	50
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yau	18
Apples, (California)—Kam San Ping	—
" Ko	—
" (Chefoo)—Tin Chuo Ping	—
" Ko	—
" Small—Hoi Tong	—
" Citard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sang Shung	—
" Heung Chiu	—
" (Bridges), Macao—San Jueg Chiu	—
Chestnuts, Chinese—Fong Lut	10
Chramilla—Yeung Tui	—
Cocanuts—Yeh Tsi	12
Grapes—Sui Tai Tsi	12
Lemons, China—Ning Moong	8
" Amer.—Kum San Ning Moong	5
Lichees, Dried—Lai Chi Con	—
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	5
Moong	20
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tse	—
Oranges, (American)—Sang Sheng Tim	6
" Chang	—
" Small—Tai Kut	—
" Mandarin—Tim Kut	8
Olives—Pak Lam	—
Passion Fruit	—
Pears, (American)—Kam San Shut Li D	—
" (Canton), Cooking—Sa Li	—
" (Shanghai)—Sheung Hoi Li	—
Peanuts—Fa Sang	10
Herimons Large—Hung Chie	—
Pine-apples, 1st quality—Sheung Poon	10
" 2nd quality—Chung tang	—
" 3rd quality—Chung tang	—
" 4th quality—Chung tang	—
" 5th quality—Chung tang	—
" 6th quality—Chung tang	—
" 7th quality—Chung tang	—
" 8th quality—Chung tang	—
" 9th quality—Chung tang	—
" 10th quality—Chung tang	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	8
" Chi Chai	—
Beans, (French) Macao—Oh Moon Pin	10
" Tau	—
Beans, (French), Shanghai—Sheung Hoi	10
" Pin Tau	—
Beans, Sprout—Ah Choi	4
Beans Long—Tat Kok	2
Beet Root—Hung Choi Tau	8
Brinjals, Green—Cheung Yuen Ker	8
Brinjals, Red—Hung Ker	8
Brassica—Pak Choi	4
Bamboo Shoots—Chook Shun	4
Cabbage, Chinese, com.—Kai Choy	4
Cabbage, Root—Kai Lan Tau	2
Cabbage, (Shanghai)—Yeh Choi	8
Cane Shoots, bunch—Kau Shun	—
Cauliflower, Large size—Tai Yeh Choi	20
" Fa	—
Cauliflower, Medium size—Cheung Yeh	12
" Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	15
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Choy	5
Celery, White—Pak Yeung Kan Chui	30
Chilies Dried—Con Lat Chiu	20
" Red—Hung Fa	20
" Green—Cheng Lat Chiu	20
Curry Stuff, English—Ka Lee Choi Liu	—
Cucumbers—Cheng Kwa	—
Litter Squash—Fu Kwa	—

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship.

"DELHI"
Captain J. D. Andrews, carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 9th March,
at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *Marmora*, 10,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and for London (under arrangement),
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S.
Calcutta, due in London on 23rd April, 1907.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 26th February, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, CALLAO
AND IQUIQUE, VIA
JAPAN PORTS.

Will be sent to VALPARAISO if sufficient
inducement.

Steamers	Tons	To sail
"GLENFARG"	4,000	March 26, at Noon
"KASATO MARU"	6,100	April 25, at Noon

Taking Freight and Passengers to other
Eastern and Western Coast ports of South
America in connection with Steamers of the
Pacific S. N. Co.

The above Steamers have splendid Accom-
modation and are fitted throughout with
Electric Light. A duly qualified Surgeon is
carried on each boat.

K. MATSUDA,
Manager,
York Building,
Hongkong, 8th February, 1907.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.

SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAAY, ADEN, DJI-
BOUTI, EGYPT, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "AUSTRALIEN,"
Captain Veron, will be despatched for
MARSEILLES on TUESDAY, the 5th March,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Nera* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *TOKIN* 19th March.
S.S. *ERNEST SIMONS* 2nd April.
S.S. *POLYNESIE* 16th April.
S.S. *VILLE DE LA CIOTAT* 30th April.
S.S. *SALAZIE* 14th May.

G. DE CHAMPEAUX,
Agent,
Hongkong, 26th February, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJIB, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Lynn</i>	4,417	H. O. Armstrong	27th Mar.
<i>Shawmut</i>	9,606	E. V. Roberts	23rd April
<i>Tremont</i>	9,606	T. W. Garlick	—

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 25th February, 1907.

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pis.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT-WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 26th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125.	\$125.	\$1,000,000 \$11,000,000 \$200,000 \$12,735	\$1,721,558	{ £1.15/- and bonus of £1 @ 2/8 1/2 = } \$24.33 making \$40.80 for 1906	4 1/2 %	{ \$895 sellers London, 4/108
National Bank of China, Limited	99,925	£7	£6	\$150,000	\$74,099	\$2 (London 3/6) for 1905	—	\$50
MARINE INSURANCES.								
Antion Insurance Office, Limited	10,000	\$250	\$50	\$1,075,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$295 sellers
North China Insurance Company, Limited	10,000	£15	£5	£110,000 £100,000 £10,000	£18,529	{ Final of 7/6 making 15/- for year ended } { 30.6.1906	6 %	£18.80 sellers
Union Insurance Society of Canton, Limited	20,000	\$250	\$100	\$2,000,000 \$40,000 \$21,131 \$1,155,344 \$80,000	\$2,742,271	Interim div. of 1/2 for 1905	5 1/2 %	\$830 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000 \$61,278 \$15,527 \$1,000,000 \$229,488 \$2,516	\$508,334	\$1 and 3/4 special dividend for 1904	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,488 \$2,516	\$344,098	\$6 for 1904	6 1/2 %	\$98
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	6 1/2 %	\$380 sales
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$6,000 \$264,632 \$93,562	\$6,563	\$1 for 1905	7 1/2 %	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$400,000	Nil.	\$1 for year ended 30.6.1906	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	20,000	\$15	\$15	\$600,000 \$144,386 \$120,000 \$280,958	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	\$30 sales
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£3,999 £10,000 £400,000	£24,12	10/- @ ex. 2/1 9/16 = \$1.69	5 1/2 %	\$86
Shanghai Tug and Lighter Company, Limited	200,000	£15.50	£15.50	£1,000,000 £400,000	£23,156	{ Interim div. of £1.21 1/2 @ 1906 } { Interim div. of £1.11	9 1/2 % 6 1/2 %	{ £18.58 sellers £18.50 buyers
Do do (Preference)	100,000	£1	£1	£4,144	£7,815	1/- (Coupon No. 7) for 1906	2 1/2 %	38
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$65,000 \$12,957	\$218	{ £1.10 for year ending 30.6.1906 } { 50.75	5 1/2 % 3 1/2 %	{ \$30 buyers \$30 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000	—	—	—	—
Shanghai Tug and Lighter Company, Limited	200,000	£15.50	£15.50	£1,000,000 £400,000 £1,000,000	£23,156	Interim div. of £1.21 1/2 @ 1906	8 1/2 %	£18.49 buyers
SUGAR.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$80,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	20 %	\$125 sa. and b.
Union Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$1 for 1907	—	\$21
Perak Sugar Cultivation Company, Limited	7,000	£15.50	£15.50	£100,000	£18,915	£1.4 (8 %) for year ending 31.8.06	5 1/2 %	£18.75 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£110,000 £26,011	£12,546	{ Final of 1/- (No. 7) making 2/- for year } { ended 28.2.06	5 %	£18.13 sales
Central Consolidated Mining Company, Limited	100,000	G \$10	G \$10	none	G \$909,050	Interim div. of 50 cents for account 1906	10 %	G \$10
South Australian Gold Mining Company, Limited	150,000	£1	£1	£18,110 £1	£8,745	No. 12 of 1/- = 48 cents	—	18 buyers
DOCKS, WHARVES & GODOWNS.								
Penwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	4 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	\$50	\$50	\$100,000 \$16,160 \$20,000 \$40,500	\$20,040	\$2 for 1st half 1906	6 1/2 %	\$94
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$50,000 \$18,000	\$400,933	\$6 for 2nd half-year making \$12 for 1906	9 %	\$124 ex div.
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$64,000	\$2,221	\$1 for 1905	2 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	55,700	£15.100	£15.100	£1,000,000 £1,487,210	£1,399	Final of £1.4 making £1.8 for 1905/6	7 1/2 %	£18.107 sales
Shanghai and Hongkong Wharf Company, Limited ...	30,000	£15.100	£15.100	£15,000 £15,000	£15,000	Interim div. of £1.8 on account 1906	5 1/2 %	£18.235 buyers
Do do do (new)	2,500	£15.100	£15.100	£15,000	none	none	—	£18.227 sellers
Yangtze Wharf and Godown Company, Limited	2,500	£15.100	£15.100	£15,000	£15,568	£1.18 for 1905	7 1/2 %	£18.250 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	£15.100	£15.100	none	none	First year	—	£18.105 buyers
Astor House Hotel Company, Limited (Shanghai) ...	10,000	\$25	\$25	\$30,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$20 buyers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,710	{ \$2.40 on \$12 for 1905 } { 7 % on \$24 for 1905	13 1/2 % —	{ \$18 buyers \$164 buyers
Do do (Founders')	24,000	\$15	\$15	none	—	None	—	\$200 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,075 \$19,075	\$10,057	\$4 for first half-year for 1906	8 1/2 %	\$123 sales
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	\$250,000 \$25,000	\$56,218	Final div. of \$34 making \$7 for 1906	6 1/2 %	\$107 sales
Hotel des Colonies Company, Limited	9,000	£15.25	£15.25	£15,000 £15,000	£1,935	Final of 6 % = 10 % for 1905	10 1/2 %	£15
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,090	Final of \$6 making \$10	12 1/2 %	\$80
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	\$208,386 \$50,000	\$11,567	80 cents for 1906	7 1/2 %	\$112
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,089	\$24 for 1906	6 1/2 %	\$37
Shanghai Land Investment Company, Limited	7,000	£15.50	£15.50	£15,000 £15,000	£15,000	{ Final div. of £1.3 & bonus £1.14 (old sh.) & } { div. of 75 cts. & bonus of 19 cts. (new sh.) for '06 } Final div. of \$2.10 making \$4.10 for 1906	7 1/2 % 8 1/2 %	{ £18.102 sellers £18.64
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,519	—	—	\$10
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	£15.50	£15.50	£15,000 £15,000	£15,000	£15,000	£15,000	£15,000
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$110,000	\$21,660	£1.20 for year ended 31.10.1906	13 1/2 %	£18.75 sellers
International Cotton Manufacturing Company, Ltd. ...	10,000	£15.75	£15.75	£15,000	£15,000	\$1.2 for the year ending 31.7.06	10 1/2 %	£12
Laan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	£15.100	£15.100	£15,000	£15,000	£15,000	£15,000	£15,000
Soy Chee Cotton Spinning Company, Limited	2,000	£15.500	£15.500	£15,000	£15,000	£15,000	£15,000	£15,000
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$97
Bell's Asbestos Eastern Agency, Limited	12/6	\$10	\$10	£814	\$1,097	1/3 per share for 1905	8 1/2 %	\$2 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	10 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	—	\$10
China Flour Mill Co., Limited	4,000	£15.50	£15.50	£15,000	£1,097	Final of £1.5 making £1.10 for 1905	17 1/2 %	£18.37 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$95
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	\$115,000	\$855	80 cents for 1906	9 %	\$88.5 sales
Dairy Farm Company, Limited	25,000	\$71	\$6	\$50,000 \$10,000	\$2,555	\$1.30 for year ending 31.7.1906	8 %	\$101 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	\$410,000	\$52,491	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$112 sales & b.
Hall & Holtz, Limited	21,000	\$20	\$20	\$100,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	\$123 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 } { 65 cents for 10 months ending 28.2.06	7 1/2 %	\$154 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$	\$2,796	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000	\$4,301	Final of \$18 making \$22 for year ending 31.12.06	6 1/2 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$161,000	\$5,813	\$9 for 1905 on 5 shares	8 1/2 %	\$21
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,500	\$88	Final of 50 cents making \$1 for the year	15 1/2 %	\$61
Meatschappij tot Mijne, Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	£15,475.500 £1,276.603	£15,475.500	{ 4th interim div. of £1.71 making £1.30 } { 10 for 1st half 1906	8 1/2 %	£18.263 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	De. P. 34,324	None	—	\$5 buyers
Shanghai Gas Company, Limited	16,000	£15.50	£15.50	£15,000 £15,000	£15,000	{ Interim dividend of £1.31 account } { 1906	6 1/2 %	{ £18.109 buyers £18.106 b.
Do do do (new)	8,000	£15.50	£15.50	£15,000	£15,000	£1.2 for 1904	15 1/2 %	£18.38
Shanghai Horse Bazaar Co., Ltd.	5,400	£15.50	£15.50	£15,000 £15,000	£15,000	Interim div. of £1.5 account 1906	11 1/2 %	£18.220 buyers
Shanghai Pulp and Paper Company, Limited	4,500	£15.100	£15.100	£15,000 £15,000	£15,000	Interim div. of £1.4 on account 1906	4 1/2 %	£18.105 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	£15.20	£15.20	£15,000	£15,000	Interim div. of 15/- for 1-year 1906	—	£18.360
Shanghai Waterworks Company, Limited	8,175	£20	£20	£190,000	£18,592	{ Interim div. of 5/- for 1-year 1906 } { None	—	{ £18.325 sales \$25 sales
South China Morning Post, Limited	6,000	\$5	\$5	none	De. \$41,934	30 cts. (old) & 15 cts. (new) year ended 31.5.06	5 1/2 %	\$51
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$214	Interim of £1.4 for year 1905/6	7 1/2 %	£18.200 buyers
Tientsin Waterworks Company, Limited	2,000	£15.100	£15.100	£15,000 £15,000	£15,000	{ 70 cents } { \$9.90 for year ended 31.5.1906	6 1/2 % 6 1/2 %	{ \$10 \$150
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$25,000	\$752	Interim of 40 cents for account 1906	8 1/2 %	\$12 buyers
Do do (Founders')	1,100	\$10	\$10	\$25,000	—	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 1/2 %	\$72 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734	—	—	—
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	—	—	—
DIVIDENDS PAYABLE.								
Green Island Cement Co.	200,000	\$10	\$10	\$410,000	\$52,491	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$112 sales & b.
Soy Chee Cotton Spinning Co., Ltd.	2,000	£15.500	£15.500	£15,000	£15,000	£15,000	£15,000	£15,000
Hongkong Hotel Co., Ltd.	12,000	\$50	\$50	\$648,075 \$19,075	\$10,057	\$4 for first half-year for 1906	8 1/2 %	\$123 sales
Hongkong Fire Insurance Co.	8,000	\$250	\$50	\$1,075,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$295 sellers
Langkat, etc.	25,000	Gs. 100	Gs. 100	£15,475.500 £1,276.603	£15,475.500	{ 4th interim div. of £1.71 making £1.30 } { 10 for 1st half 1906	8 1/2 %	£18.263 buyers
China Fire Insurance Co.	20,000	\$100	\$20	\$1,000,000 \$229,488 \$2,516	\$344,098	\$6 for 1904	6 1/2 %	\$98
Central Stores, Ltd.	6,000	\$15	\$15	none	\$4,710	{ \$2.40 on \$12 for 1905 } { 7 % on \$24 for 1905	13 1/2 % —	{ \$18 buyers \$164 buyers